

## RW 16-34 REHABILITATION PROJECT

25 July 2014

Good Afternoon,

The new ARFF truck should be here next Monday or Tuesday. It's a pretty thing. Bert Johnson with the Fire Department and I went back to Minnesota last week to inspect the truck. We took it for a spin while we were there. Nice ride. It's small but mighty. The new truck will stay at the main fire station in town until all the tools have been installed, and the truck is ready for active duty. The existing Amertek truck will eventually go out for surplus.

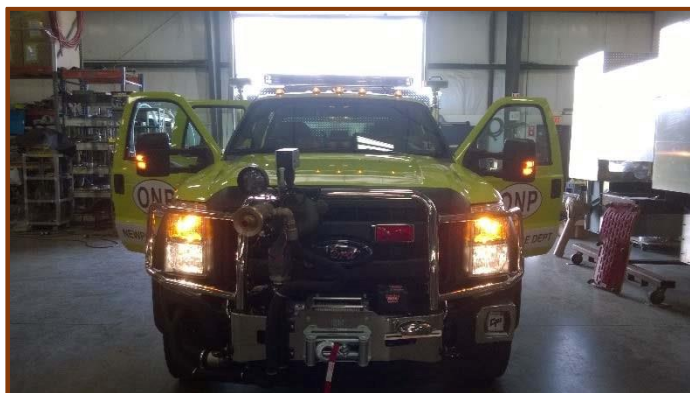
The Airport Committee met last Tuesday. New committee members Ken Brown and Ralph Gruzmacher were on hand with existing committee members Mark Watkins, Thomas Knott and Chairman Jeff Bertuleit to receive a copy of City Manager Spencer Nebel's draft report on potential directions to take the airport in the near future. Spencer's report included a brief history of the airport, comments received during interviews (with committee members, City Council members, employees and a few airport users), four possible management structures and one conclusion: the current organizational structure isn't sustainable. The draft report is intended to generate conversation. Anyone interested in the airport, where the City might take the airport in the future, or simply curious to read the report, may download a copy from the Airport web site: [http://newportoregon.gov/dept/onp/RW16-34\\_Information.asp](http://newportoregon.gov/dept/onp/RW16-34_Information.asp). Also, there remain two vacant seats on the airport committee for local residents. If anyone is interested in joining the conversation on how to maintain and grow a working airport, application for committee membership may be completed on the City's web site: <http://newportoregon.gov/citygov/application.asp>.

This might be a good time to manage expectations. This week High Desert started placing base rock, with more base rock going down next week—lots and lots of base rock. As we get closer to the ten-day closure, we'll start seeing asphalt go down. ***This does not mean the project is finishing early.*** It simply means asphalt is going down. Everyone will be much happier if they just accept that Oct 15 is the completion date. Otherwise . . . the will be a well of disappointment in the near future. . . [I only mention this because I get questions every now and then about whether or not the crew is finishing early.] There will remain quite a bit of work to get done after the closure and after the asphalt goes down: access roads to remove, top soil to place, hydroseeding to put down, 2 striping events (28 days apart), etc. Not to mention the apron expansion. Omega returns on the 11<sup>th</sup> to start installing nav aids. Their work will take them well into September (at least Sept 19<sup>th</sup>). So . . . as exciting as it will be to see the new asphalt—and it will be exciting, no doubt about it—new asphalt only means the end is near. The end won't be here yet.

There are a few signs and sign bases on Taxiway Echo that we will remove and replace. We won't have time to fit all work within the 10-day closure. We will excavate and form the sign bases before the ten-day closure, pour concrete during the closure then install the signs after the main closure. To accomplish this, we will need to issue short (3 to 4 hour) NOTAMS for work closures along taxiway Echo ("mini-closures", if you will). We will need to coordinate these mini-taxiway closures with the Coast Guard, Fed Ex and UPS. Our intent is to have the mini-taxiway closures between daily flight operations. The contractor will get me a schedule of work then I will pass it on to see how we can fit the work in so everyone can continue day-to-day operations.

More expectation management. We're reaching the back half of the project. All the changes we've been discussing internally for the last several weeks or months, will be finalized in the next few weeks. It takes quite a while to get buy-off from the contractor, the City, the engineer and the FAA. And that's just the scope of work changes. Then we all need to agree on costs. At this point, we ***might*** see changes to the budget or the timeline or we might not. What those changes will be are part of the on-going discussions held during the last few weeks (months). I maintain Oct 15<sup>th</sup> is our completion date and the budget is what it is. So far neither has changed. Next week will mark a critical path landmark. From that point on, no changes will fit into the schedule. We might not see the final change orders completed, but we'll know there won't be any new ones. Time to start planning the party!

We're going to have a grand opening Oct 18<sup>th</sup>: ribbon cutting ceremony and everything. Please plan to join us to celebrate the inauguration of our new runway. Melissa



New ARFF Truck



We dug out the tree and other organics to a solid, stable foundation on Alpha.





Electrical Conduit running under taxiways and runways is poured in concrete as show in the above picture.



Geotextile fabric is placed under the sub-base to further stabilize the runway foundation.



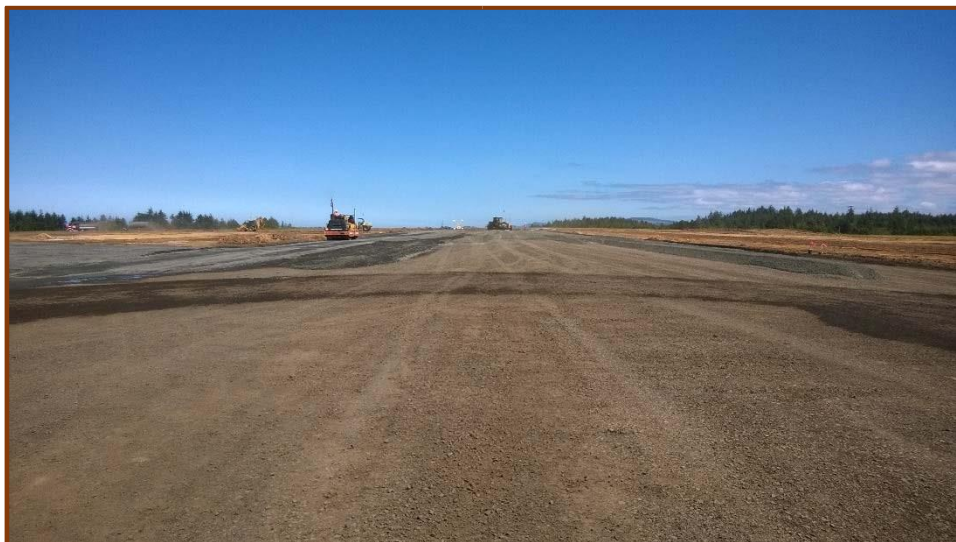
Wow, if a person has to be here at 4:15 in the morning to look for birds, it's good to see a beautiful sun rise.



The guy in the middle is directing the trucks. It's fascinating to watch. The whole process is very organized.



First the trucks place the rock, then the grader spreads the load, then the rollers start compacting.



The water truck goes over the new rock to help with compaction. The crew has two rollers working.